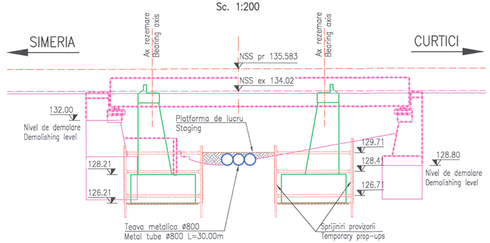
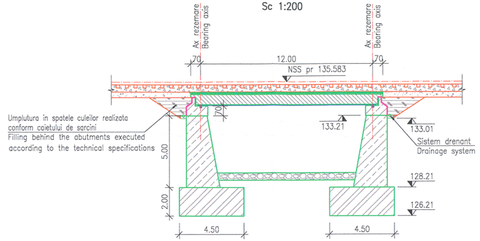
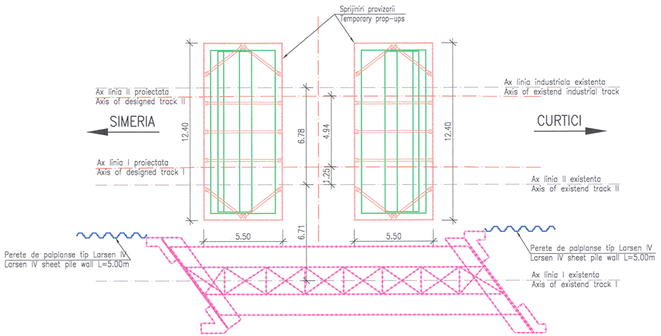
## VEDERE LATERALA / SIDE VIEW
Sc. 1:200




## SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION
Sc. 1:200




## VEDERE PLANA / PLAN VIEW
Sc. 1:200




NOTA:

1. Fazele de executie la pod se vor corela cu cele de la linii.
2. Tehnologia de executie poate fi modificata cu acordul proiectantului.
3. Orice neprevazute cu proiectul la executie se va aduce la cunostinta proiectantului pentru a stabili solutia.

NOTE:

1. The bridge execution stages will be correlated with those from lines.
2. The execution technology can be modified only with the designer's approval.
3. Any incongruity at execution with the design will be notified to the designer in order to find a solution.

FAZA I: Circulatia se desfasoara cu viteza normala pe linia I si linia II.
Linia industriala inchisa
1. Se amenajeaza drumul de acces, platforma tehnologica si organizarea de santier.
2. Se identifica cablurile (BLA,TTR) din zona, se picheteaza si se scot din amplasamentul lucrarilor.
3. Se trasează si picheteaza axele liniilor de pe traseul nou proiectat si infrastructurile podului.
4. Se demonteaza suprastructura c.f. de pe linia industriala.
5. Se scoate din cale tablierul metalic si se transporta in depozit.
6. Se demoleaza culeea Curtici aferenta liniei industriale pana la cota 128.80 cu sprijinini.
7. Se monteaza in albie 3 tevi metalice ø800 L=30.00m, iar la capete se amenajeaza diguri din argila si se creeaza o platforma de lucru din material local.

FAZA II – EXECUTIE POD:
Linia I – circulatie cu 30 Km/h
Linia II – circulatie inchisa
1. Se scoate de sub tensiune linia II si se asigura protectia electrica.
2. Se detensioneaza si se sectioneaza suprastructura c.f. pe zona podului.
3. Se scoate din cale tablierul de pe linia II.
4. Se bat pereti de palplanse tip Larsen IV longitudinali in lungul rostului dintre culeele liniei I si II.
5. Se demoleaza culeea Simeria pana la cota 132.00.
6. Se sapa in incinte si se monteaza cadrele de sprijin pe masura ce se avanseaza cu sapatura.
7. Se executa fundatiile culeelor si umpluturile din jurul lor cand se atinge 80% din clasa betonului.
8. Se executa elevatiile culeelor si bancheta cuzinetilor cu sina inglobata in cuzinet cu rol de aparat de reazem.
9. Se monteaza grinzile metalice, se cofreaza si se monteaza armatura in amplasamentul final al podului.
10. Se toarna dala, se executa betonul de panta , hidroizolatia si betonul de protectie.
11. Se monteaza parapetul metalic.
12. Se executa umpluturile din spatele culeelor si drenurile.
13. Se monteaza suprastructura c.f. pentru linia II proiectata.
14. Se repune sub tensiune linia de contact.
15. Se deschide circulatia in trepte de viteza conform instructiilor c.f. in vigoare.

FAZA III: EXECUTIE POD:
Linia I: circulatie inchisa;
Linia II: circulatie cu 50Km/h;
1. Se scoate de sub tensiune linia I si se asigura protectia electrica.
2. Se detensioneaza si se sectioneaza suprastructura c.f. pe zona podului.
3. Se scoate din cale tablierul de pe linia I.
4. Se demoleaza culeele aferente liniei I pana la cota 128.80 cu sprijiniri.
5. Se executa sferturile de con si aripile monolite.
6. Se executa umpluturile.
7. Se monteaza suprastructura c.f. pentru linia I proiectata.
8. Se repune sub tensiune linia de contact.
9. Se deschide circulatia in trepte de viteza conform instructiilor c.f. in vigoare.

FAZA IV: LUCRARI DE AMENAJARE A ALBIEI
Linia I: circulatie cu viteza normala;
Linia II: circulatie cu viteza normala;
1. Se executa scarile de acces pe terasament.
2. Se executa lucrarile de amenajare a albiei.
3. Se demonteaza conductele metalice ø800mm din albie si digurile.
4. Se dezafecteaza platformele, accesele din zona de lucru, organizarea de santier.

STAGE I: TRAFFIC IS CARRIED ON WITH NORMAL SPEED ON LINE I AND LINE II.
Industrial line closed
1. Arranging the access road, technological platform and site organization.
2. Identifying the cables (ABL, TTR) in the area, pegging-out and removing them from the works' location.
3. Marking and pegging-out the track axes from the new designed route and bridge infrastructures.
4. Dismantling the railway superstructure from the industrial line.
5. Removing the metallic deck from the track and transporting it to the warehouse.
6. Demolishing the Curtici abutment afferent to the industrial line up to quota 128.80 with propping-ups.
7. Mounting 3 metallic pipes ø800 L=30.00m in the riverbed, at ends arranging some clay dams and creating a work platform made of local material.

STAGE II: BRIDGE EXECUTION
Line I – traffic with 30 Km/h
Line II – traffic closed
1. Cutting-off the voltage on line II and ensuring the electric protection.
2. Cutting-off the voltage and sectioning the railway superstructure on the bridge area.
3. Removing the deck from the track of line II.
4. Driving in longitudinal sheet-pile walls type Larsen IV along the joint between the abutments of line I and II.
5. Demolishing the Simeria abutment up to quota 132.00.
6. Digging in enclosures and mounting propping-up frames as the excavation advances.
7. Executing the foundations of abutments and fillings around them when obtaining 80% of the concrete class.
8. Executing the abutment elevations and the bearing banquette with rail embedded into the bearing as bearing device.
9. Mounting metallic girders, placing shutters and mounting the reinforcement on the final bridge location.
10. Casting the slab, executing the slope concrete, waterproofing and protection concrete.
11. Mounting the metallic guard rail.
12. Executing the fillings behind the abutments and drains.
13. Mounting the railway superstructure for the designed line II.
14. Restoring the voltage on the contact line.
15. Reopening the traffic with speed limits according to railway instructions in force.

STAGE III: BRIDGE EXECUTION
Line I: traffic closed;
Line II: traffic with 50Km/h;
1. Cutting-off the voltage on line I and ensuring the electric protection.
2. Cutting-off the voltage and sectioning the railway superstructure on the bridge area.
3. Removing the deck from the track of line I.
4. Demolishing the abutments afferent to line I up to quota 128.00 with propping-ups.
5. Executing cone quarters and monolith wings.
6. Executing the fillings.
7. Mounting the railway superstructure for the designed line I.
8. Restoring the voltage on the contact line.
9. Reopening the traffic with speed limits according to railway instructions in force.

STAGE IV: RIVERBED ARRANGEMENT WORKS
Line I: traffic with normal speed;
Line II: traffic with normal speed;
1. Executing access stairs on the embankment.
2. Executing riverbed arrangement works.
3. Dismantling the metallic pipes ø800mm from riverbed and dams
4. Removing the platforms, accesses in the work area, site organization.

RĂCANEL I. IONUȚ RADU
ROMÂNIA MLPAT Nr. 07230 VERIFICATOR PROIECTE

**Prezentul plan anuleaza si inlocuieste versiunea anterioara**
**This plan cancels and replaces previous version**

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| | | | |
| Verificator / Expert Checker / Expert | Cerinta Requirement | Semnatura Signature | Raport Expertiza Report Expertise |

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NAȚIONALĂ DE CĂI FERATE "CFR" SA

| PROIECTANT / DESIGNER: PÖYRY | | | Data Date | Semnatura Signature |
|---|---|---|---|---|
| Aprobat Approved | Sef de echipa Team leader | C. Teodorescu | 01.2013 | |
| Verificat Checked | Expert Cheie Key Expert | R. Tudorascu | 01.2013 | |
| Subcontractant / Subcontractor VIOTOP | | | | |
| Aprobat Approved | Adjunct Sef de echipa Deputy Team leader | A.M. Baicu | 01.2013 | |
| Proiectat Designed | Inginer Engineer | A. Negrei | 01.2013 | |

**"Reabilitarea liniei c.f. Frontier à - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"**
**Tronsonul 2-A : km 614 - cap Y Bârzava**
**"Rehabilitation of the Railway Line Border - Curtici - Simeria , component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"**
**Section 2-A : km 614 - end Y Bârzava**

Project 9i 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:

**TEHNOLOGIE DE EXECUTIE / EXECUTION TEHNOLOGY**
**POD / BRIDGE KM pr. 582+850 (KM ex. 586+148)**

| Scara / Scale | Revizia / Revision | Cod desen / Drawing Code | Nr / No |
|---|---|---|---|
| 1:200 | 1 / 04.2013 | PT.02.02.08.PO.01.04 | 04 |